

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:04 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1074 Const Calendar Day: 647 Date: 13-Mar-2014 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314. Superintendent Mike Green coordinates this work.

Laborers are working an 8-hour shift 0700 through 1530 today, with some of the work on CCO 314. Their work on non-CCO 314 operations are not covered by this diary. Laborer Foreman Ignacio (Nacho) Garcia and Laborer Carlos (Pedro) Garcia are working part time on the CCO 314 operations today. They start work at the CCO 314 area about 0800 and are done about 1400. Pedro works full time at the test rig area during this time, but Ignacio only works part time at the CCO area and is periodically called to work elsewhere at the Pier 7 warehouse area.

The laborers start by cleaning inside of TR's 12 and 13 where new diaphragm plates were welded yesterday. This includes vacuuming inside the wet chambers and the dry chambers. In addition to welding debris, there was older debris from the cutting out of the original diaphragm plates. Also at the test rigs, the sandbags just outside of the wet chambers that were damaged from the cutting out of the original diaphragm plates (sandbags melted) are removed and the area cleaned. This cleaning work at TR 13 is between 0800 and 0900, and the cleaning work at TR 12 is between 0900 and 0930.

Also, the jacking rods need to be cleaned – they were MT inspected a month ago, but the MT powder remained and despite covering the rods with a tarp, there is still some rust on the rods. Previously 3 jacking rods from TR's 9, 10, and 11 were MT inspected, but only 2 jacking rods are needed for TR's 12 & 13, so only the rods from TR's 9 and 10 are cleaned today, because the rod from TR 11 is shorter by about 2" (was cut during TR 11 work). The rods are cleaned with MEK on the threaded portions and only the shank portions that will need to be painted in the future because they will be just outside of the coupler inside the wet chamber. The MEK is used in conjunction with rags and wire brushes. The cleaning of the jacking rods is between 0900 and 1300.

For supporting the coupler inside the test rigs, which will be inside the wet chamber for TR's 12 & 13, the pieces of neoprene used previously in TR's 5-11 need to be cleaned. They have settled salt from the NaCl solution and zinc oxide from the previous test rods / couplers. The laborers use MEK to clean the neoprene.

The test rods for TR's 12 & 13 also need to be cleaned - they were cleaned by Oakland Machine Works but they now have MT powder on them from CT-METS MT inspection a few days ago (Tuesday 3/11/2014). The rods are cleaned with MEK. The MEK is used in conjunction with rags and wire brushes.



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There is also some miscellaneous cleanup work today. This includes breaking the SWPPP containments at TR's 5 through 9, where most of the test rig parts and materials have been dismantled but some of the SWPPP containments are still intact and unnecessarily holding rain water (original intent was to hold NaCl leaks from test rigs in use). These SWPPP containments are no longer necessary with these test rigs in the demob stage.

After meeting yesterday with CCC to go over the necessary CCO 314 test rig painting, there is no work by CCC today.

A generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the work area and is not used today. Another generator – Whisperwatt 7000 – ABF ID 002341 is used today when the laborers are present. An oxyacetylene torch is on idle/standby at the work area and is not used today. A compressor – IR P185R ABF ID 002078 is on idle/standby at the work area and is not used today. A welding machine – Lincoln Electric Vantage 500 ABF ID 000073 is on idle/standby at the work area and is not used today. A Kubota Cart is in use at the test rig area today.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces

10' ABF k-rail = 4 pieces

20' rented k-rail = 16 pieces

20' ABF k-rail = 19 pieces

Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314.

The agreed extra work with ABF is as follows:

Engineer Kelvin Chen - 1.5 hrs

Laborer Foreman Ignacio (Nacho) Garcia - 5 hrs

Laborer Carlos (Pedro) Garcia - 6 hrs

Kubota Cart - 5 hrs

Radios (2 radios) - 11 hrs

Generator (110 kW) - 6 hrs

Vacuum Cleaner - 4 hrs

k-rail: 16 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 4 pcs

Crane Mats (12x12 - 5'x7') - 2 pcs

Crane Mats (12x12 - 5'x8') - 11 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work